

**CENTRAL INTELLIGENCE AGENCY**

~~S-E-C-R-E-T~~

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## REPORT

DATE DISTR. 22 September 1953

NO. PAGES 2

## REFERENCES

50X1-HUM

**SOURCE EVALUATIONS ARE DEFINITIVE.**

APPRAISAL OF CONTENT IS TENTATIVE

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1. ocean-going vessels were directed by pilots to an anchoring place on the roads southeast of Durres Harbor entrance, where quarantine records had to be cleared. Only the radio room was sealed. Upon entering the harbor, the ship was boarded by passport officials and customs police for clearance. The officers of the passport office were Russians, while the other officials apparently were Albanians. The clearance procedure was the same as that in Soviet ports. The breadth of the entrance between the moles was approximately 80 meters, the depth of the water in the harbor as indicated by soundings was 6 meters on average.

2. The quay walls were made of granite blocks, and at the northern end of the quay installation where the quay wall projected about 15 meters, the water was little less than 20 feet. (See item 1 in sketch). Available were 4 x 3 modern loofing cranes with 5-ton lifting capacity (see sketch items 2 and 3). The cranes were probably of Czech origin. They had electric drive and were mounted on gliding rails; performance was good. A floating crane of 100-ton lifting capacity was moored to a small wooden bridge (see sketch item 4); it had self-propulsion.

the operating personnel were Russians. Three berthing places for steamships of approximately 4,000 tons were available at the southern quay. The only warehouse (see sketch item 5) in the harbor took almost the whole length of the southern quay; it was a two-story, brick building with ramp and railroad sidings on either side. The cranes unloaded over this ramp. Along the northern quay only open storage sites were available; piece goods were sometimes also dumped in the open. Harbor authorities, customs house, harbor master and broker's office were located in a brick building (item No 6). A weighing machine was located near item No 6a. Three normal-gage railroad tracks were layed at the harbor. The northern bank of the harbor, extending from the northern quay as far as the mole, was formed by a slope with brushwork. [ ] a quay will presumably be built there. A small wooden shed with the doors closed (item No 7) and a wooden jetty for small ships were located there. East of the small wooden shed a small shipyard (sketch item No 8) with slip (item No 9) for ships of up to 300 tons was located. A motor coaster of approximately 250 tons lay on slip at the shipyard which had a 150-meter long wooden pier (item No 10). Several small wooden and brick buildings

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(NOTE: HEADQUARTERS DISTRIBUTION INDICATED BY "X"; FIELD DISTRIBUTION BY "#")

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presumably workshops of the shipyard were seen ashore; no crane was available. A pipe line of approximately 20 mm in diameter led from the east mole to five fuel tanks (item No 12) located at the foot of the mole ashore. Two pipe connections were seen near item 11. Four tanks of about 10 x 8 meters were standing in a row, the fifth tank was behind the four large tanks; it had about 6 x 8 meters.

3. A brick shed (item 13) with many pipe lines and a steam boiler of a pumping station or of a small refinery was located in the vicinity of the tanks. A road led to the tanks. Whether or not pipe lines led from the tanks ashore could not be determined. Dollies for the mooring of ships were seen near the pipe connection at the mole.
4. No military installations or guns were seen on the mole. An old obsolete group of poles was in the center of the harbor (item 14). Several fish cutters lay berthed near the small shipyard (item 8). They were similar in type to the Soviet Zone cutters.
5. Ships seen in the harbor included a Soviet ship, a Yugoslav ship, vessel and craft. Goods transhipped from the harbor included chrome nickel ore at storage site item 15; bitumen in barrels at storage site item 16; some timber and small quantities of piece goods at storage site item 17; purple ore at storage site item 18. All machines, tractors and trucks were of Russian origin.
6. Only one gun with long barrel and of about 120-mm caliber (AA?) was observed; it was located west of the lighthouse (item 19), on a section of the hill with the palace (item 20) on top. No other military installations were seen.

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Comment. The report allows the conclusion that Durres Harbor is mainly a port for merchant shipping rather than an important Albanian naval harbor. The assumption is supported by the fact that no naval vessels, berth places or supply installations for naval vessels were reported from Durres Harbor; nor are the shipyard installations indicative of a naval base. Including the reported oil depot which according to measurements must have a capacity of approximately 2,000 to 3,000 cubic meters, the total oil capacity of Durres Harbor is now carried with 1,000 to 1,100 tons.

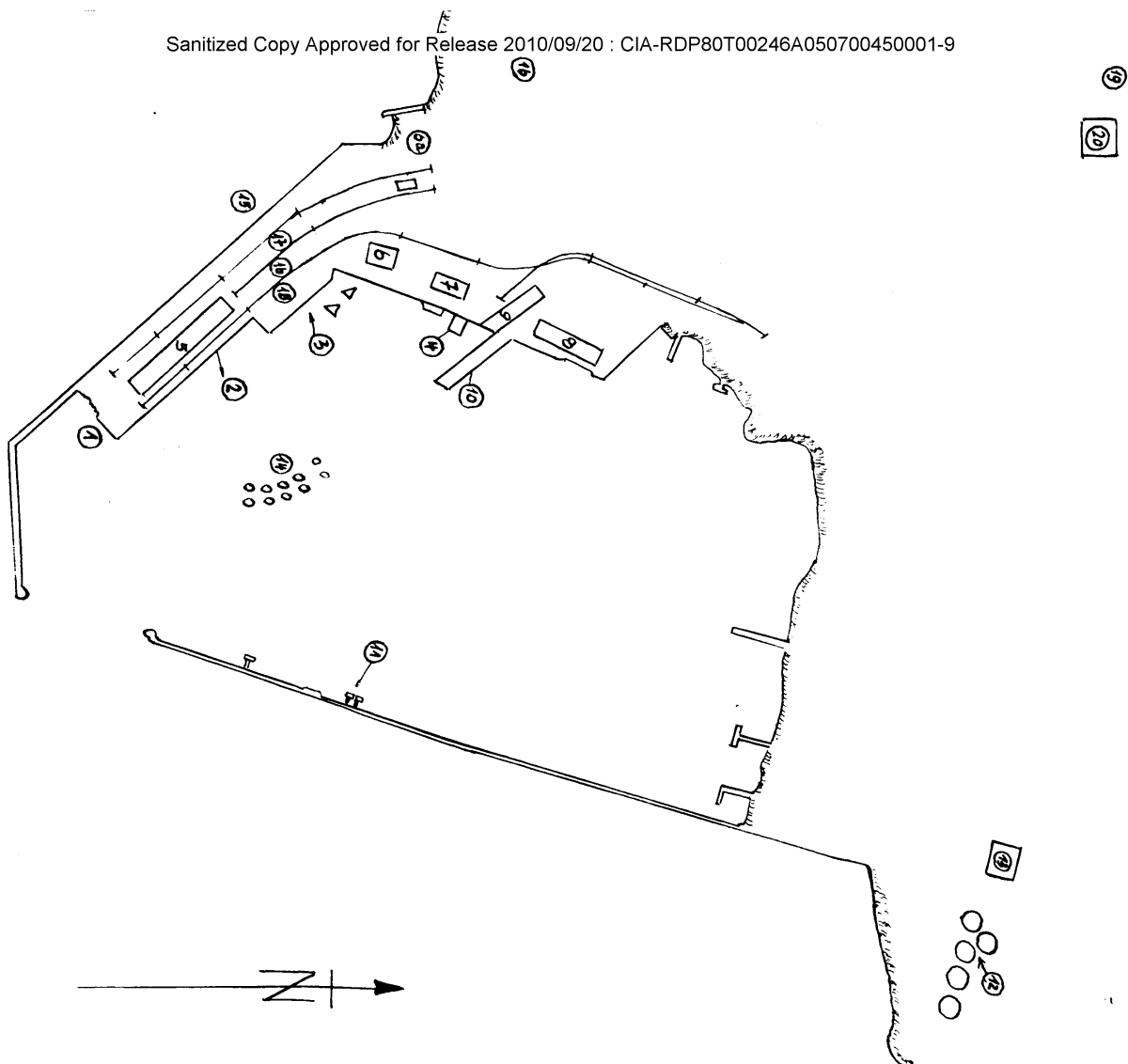
For sketch, see Annex.

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